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# Hongkong Daily Press.

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FOR 1907.

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NO. 15,353, 號三十五百三十五萬一第 日一十二月五五年三十三緒光

HONGKONG, MONDAY, JULY 1ST, 1907.

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Hongkong, 3rd October, 1907. al046

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2.15 p.m. to 8.00 p.m. . . . . . every 15 minutes.  
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JOHN HUMPHREY & SON,  
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Hongkong, 9th May, 1907. 677

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Hongkong, 26th October, 1906. 171

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SIEMSEN & CO.  
Hongkong, 6th March, 1907. 46

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CAILOWETZ & CO. Agents.  
Hongkong, 14th March, 1907. 575

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For any further information, kindly apply to the CHINESE EASTERN RAILWAY CO., 10 The Bund, Shanghai, and Svetlanskaja Street, Baginoff House, Vladivostock.

15th May, 1907. [al 21]

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Hongkong, 1st June, 1907. [al 107]

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Hongkong, 1st June, 1907. [al 108]

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A *fac-simile* of the NEW LABEL appears on page 5.

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HONGKONG.

Hongkong, 1st July, 1907.

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## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to THE EDITOR, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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## The Daily Press.

HONGKONG, JULY 1ST, 1907.

In a multitude of words there may be confusion of thought. True though this remark may be its aptness cannot be denied when applied to the debate in the Legislative Council last Thursday. The sitting was given up to a discussion on the housing question as it exists in Hongkong, but in its result it could neither be described as enlightening nor practical. The real point at issue was never once made clear, and beyond the fact that an influential committee was appointed to investigate the cubicle problem, the debate was of very questionable value indeed. It tended to confusion of thought rather than clarity of vision, and it is with the view of endeavouring to remove the misunderstanding created that we make another reference to the subject.

At the outset it might be profitable to secure a common understanding with respect to the principle term employed. That is the word cubicle. It has been somewhat loosely used, and in consequence there has been wrangling and angry discussion where unanimity ought to be found. A cubicle is really a division or apartment in a legal room. A cubicle is windowless, but a legal room must have a window. No less an authority than the Hon. DIRECTOR OF PUBLIC WORKS himself in the proposition for a new type of house—to which further reference will be made—is guilty of terminological

laxity, inasmuch as he describes the five windowed apartments in the floor of the two houses shown as cubicles instead of rooms. This is not mentioned in a spirit of hypercriticism but merely to indicate the necessity of being agreed upon terms before we can hope to have clearness of thought and expression and ultimate unanimity in the conclusions arrived at and the opinions based thereon. Having agreed upon our term, we shall proceed. As has been pointed out before, the type of houses provided for Chinese here is peculiar to Hongkong. The style is neither European nor Chinese, and judged by Western ideas it has little to commend it. But it is here that many people allow themselves to fall into error. A European criterion cannot be applied entirely to Eastern conditions, and repugnant as overcrowding is to advanced thought in other lands, it is less repellent where Chinese are concerned, as no matter in what environment they are placed the instinct to herd together asserts itself among this people. Therefore, overcrowding in itself is not a particularly crying evil, and we are not so much concerned with the lack of accommodation as the insanitary conditions which prevail in that limited accommodation. Dirt and squalor, absence of light and fresh air conspire to produce innumerable diseases and this menace to the public health is provocative of uneasiness among Europeans and activity among sanitary officials. Cubicles must be abolished, said the medical authorities and the authorities vainly attempted to act on the advice, forgetful of the economic conditions which dominate the lives of the masses. That a mistake was committed then no one attempts to deny, but that the Government was altogether blameless is not so readily admitted. After all it has to be remembered that governments and public bodies generally are at the mercy of the experts whom they employ and in this matter it requires no great effort of the memory to recall the fact that the much discussed and much abused Ordinance of 1903 was based on the recommendations of those experts who reported on the sanitary conditions of the Colony at the instance of the community. And objectionable as that Ordinance is in many respects, it is not wholly bad. It allows greater liberality in respect of cubicles than is generally understood, at least the amending Ordinance of that year does, and much of the harassing worry inflicted on the unfortunate inhabitants of the sub-divided houses would have been obviated had the owners or tenants realised this and had the Sanitary Board been given the opportunity of exercising its prerogative in granting exemptions to the extent of its power. However, there is little use discussing that further: the question to be decided is the future attitude regarding cubicles. Either we must go back to the pre-1903 conditions, and allow cubicles to the full extent of the floor area, or else some change must be introduced.

So far as the existing tenements are concerned, it is practically impossible to effect any great improvement. To pull down the upper storeys of intermediate houses in order to afford the necessary space to the adjoining houses and permit of the insertion of lateral windows is a very heroic measure but, as has already been pointed out, financial considerations are against the success of the proposition. The eight million dollars that it is estimated to cost would be well spent if there were any guarantee that it would have the results hoped for it, because no question of finance should outweigh any consideration for public health, but as such a guarantee is not forthcoming the risk is too great to be lightly undertaken. Far better ensure the effectiveness of the cleansing regulations and restore the legal cubicles as they existed before the 1903 Ordinance. Certainly it is wiser and less dangerous to health to have the old wooden partitions than the curtains and sacks which take their place, and which constitute the illegal cubicle. No one will care to admit that the present system of housing is ideal but neither, we think, will any one seriously advocate such a wholesale remedial measure as that suggested by the Hon. Dr. Ho Kar. No, the remedy will have to be a gradual one. As buildings become dilapidated and insanitary areas are discovered, there will be resumptions which will give opportunity for an improved type of house.

Plans for a new type have already been submitted to the Legislative Council but Thursday's discussion did not make this clear. These certainly offer an improvement on the existing style. The centre of each block will contain only a house or shop rising to the first floor, leaving an open space above, which will give requisite external air to the floors of the adjacent houses and permit of the insertion of lateral

windows, so that instead of three cubicles in the ordinary type there will be five-windowed rooms a trifle smaller than the cubicle, no doubt, in the new type. Thus ten families can be accommodated, where nine are housed at present, and while this will have very little effect on overcrowding itself, it ought to improve the sanitation of the locality. That, in itself, is no small achievement, and as a definite proposal, showing the possibility of some improvement, the suggestion of the DIRECTOR OF PUBLIC WORKS deserves sympathetic consideration.

Saturday's four cases brought the plague total to 123.

The French Mail of the 28th May was delivered in London on the 28th inst.

China has had another gunboat launched at Kobe recently. It is intended for the Yangtze.

The list of copyright works which has been publicly exposed at the Court House is published in the current *Guest*.

There are many indications in the native papers coming from the north that our forecast that Vibey Shum would not return to Canton is to be justified.

Mr. H. W. Stevenson, the billiard player, on tour, leaves Brisbane for Japan on September 6th, and expects to play in Hongkong about the first week in November.

The final in the single tennis tournament in connection with the Civil Service Club was played on Saturday afternoon between Messrs Biden and Woodcock. The former won.

At Volunteer Headquarters last week, H.E. the Officer Administering the Government, Hon. Mr. F. H. May, presented Major A. Chapman with the V.D. or Colonial Auxiliary Forces Officers Decoration.

The total receipts into the Treasury between January 1st and April 30th amount to \$4,604,961, while the payments out were \$4,528,765.11. There is, therefore, a balance of \$77,274.51 on the credit side of the ledger.

The Colonial Treasurer, in a statement published in the *Gazette*, shows the Colony's total assets to be \$1,202,425.75, while the total liabilities amount to \$73,914.46, so that there is a balance of assets over liabilities of \$1,128,511.29.

Two Chinese women from Canton, who brought into the Colony 500 taels of opium, appeared before Mr. F. A. Hazelton at the Police Court on Saturday, and each defendant was fined \$500, the alternative being six months' imprisonment.

Two coolies who were arrested by Detective Sergeant Grant, and placed before Mr. F. A. Hazelton at the Police Court on Saturday, on a charge of being in possession of counterfeit coin, were found guilty, and each was sentenced to six months' hard labour.

The Harbour Master notifies that certificates of competency of masters and engineers of steamships not exceeding 60 tons, while underway in the waters of the Colony, are always to be on board the vessel ready to be produced for inspection by the Harbour Master, his deputy, or by any officer of the police.

Sportmen who are fond of shooting big game might not go wrong if they paid a visit to the Kowloon-Canton Railway works at Shatin. There, for the past week a tigress and her cub have been visiting the camp and carrying off pigs, and have to risk only an occasional revolver shot from the miners who, apparently, are not keen sports.

The Civil Service Co-operative Society having been enlarged to include the military, naval and police, it is now proposed to include the Volunteers, and steps to attain this end will shortly be taken. The success of the co-operative undertaking is already assured, and we are informed that a dividend of five per cent will be paid on the first quarter's operations.

The military authorities notify that gun practice will be carried out on Thursday, the 4th July, from Lower Belcher, in a westerly direction, at ranges up to 10,000 yards, commencing at 9.30 a.m., and finishing at 10.30 a.m., and on Friday the 5th July, from Lyemun Redoubt, in an easterly direction, at ranges up to 10,000 yards, commencing at 9.30 a.m., and finishing at 12 noon. All ships, junks and other vessels are warned to keep clear of the ranges.

His Excellency the Officer Administering the Government has been pleased under Section 11 (2) of the Post Office Ordinance, 1907, (Ordinance No. 6 of 1900), to direct that on and after the 1st of July, 1907, insured parcels will be received for transmission between the Hongkong Post Office and its Agencies in China and the Federated Malay States with the exception of the following places:—Pekan, Kuala Kuantan, Kuala Pahang and Kuala Lumpur.

With a view to preventing fraudulent imitation, Messrs A. S. Watson and Co. announce to-day that they are now using a new label for their popular "E" Whisky. A *fac-simile* of the label appears on page 5, and further information in the advertisement on page 2. The extensive demand for this famous brand of whisky has led to spurious whisky being put upon the market in bottles bearing a *fac-simile* of the old label; but by the change now made those who care for the genuine "E" will be better able to see that they got it.

Sir Claude Macdonald, whose safe return to the Tokyo Embassy is announced in our telegrams, travelled from Europe on the Siberian railway.

An interesting story of remarkable presence of mind on the part of a little five year old girl reaches us from the Cosmopolitan Dock, and, though the incident occurred a week or two ago, it is worthy of note. While a number of children were playing near the dock a boy named Ramsey fell into the water and his companions in alarm ran off screaming and shouting. Not so Connie Hanson. The little girl went down to the water's edge and, fearless of being pulled in herself, grabbed the boy by the arm and held him until assistance arrived thus saving his life.

Another of these enjoyable concocts for which the Engineers Institute is noted, was held on Saturday night. As usual there was a large attendance and an excellent programme which included the names of Messrs. Chapple, Leslie, Crispin, J. D. Lucas and Jordan. That the performers acquitted themselves with credit was made manifest by the numerous encores demanded. Messrs. Percy Brown and J. J. Inokay did excellent work as accompanists, while Mr. W. A. Drake was a sympathetic chairman.

It is stated that as a result of the recent meeting of the Osaka match trade, it has been decided to proceed with the amalgamation scheme without waiting for the adherence of those manufacturers at Higao and elsewhere who have not yet come to terms. An intimation to this effect has been sent to the British capitalists who are interested in the matter, and it is said in Japanese papers that Dr. Rutherford Harris, accompanied by several experts, will shortly leave England for the Far East in connexion with the scheme. The capital of the Company will, it is reported, be fixed in the first instance at Y. 7,000,000.

A suggestion is at present being circulated in England with the object of more thoroughly testing the want that has very frequently been expressed by residents past and present of the Far East for a London Club where they could foregather and keep in touch with old friends and acquaintances. It is believed that the time has come when a sufficient number of names could easily be obtained to meet this want, and to start a social club to be called the "Far East Club." Eligible members would consist of residents past and present of China, Hongkong, Japan, Korea, Siam, and the Straits Settlements, officers of the army and navy who have served in the Far East, and such other persons connected with, or interested in, the Far East as may be approved by the committee. The suggestion has already met with considerable support.

An amusing example of "Baboo English" is afforded by an application recently made to a Bombay magistrate. The application was as follows:—"Charge Cruelty to men on high road." "Today on my way to home I perceived a most horridly despicable deed done by the No. 1 and 2 accused persons. On a public road the said barbarians cut off the throat of a male hen with a blunt knife, although there was a deep cut on a neck of a dead hen but its pain was merciful and its struggles were too much to melt the heart of a human kind. Not content with this ambition the No. 1 accused, dashed off the dead hen on the road. I never across to see such horrible death in a city like Bombay up to yet. I am animal's friend and granted my like to save them and protect them by the unjustice. As a volunteer I shall work towards with my dumb clients and hope that your kind honour will decide this case with the coat in my favour." His worship made the following order:—"No criminal offence. Dismissed under Section 203 Cr. P. Code."

The *Daiyokka Okraina* (translated from the *Japan Advertiser*) reports that No. 3 post train, before reaching Pogranichnaya station recently, began to proceed more and more slowly until suddenly it stopped entirely. The passengers jumped from the coaches and beheld a strange scene. The two locomotives were puffing and bissing, the wheels turned, but the train did not stir from the spot. On examination it was seen that the line was covered with some kind of green moving mass, which turned out to be worms, apparently a species of woodworms. They thickly covered the entire road and thus the locomotives were stopped. The poor passengers had to walk for a distance of five yards which the train covered at a snail's pace, the journey taking three hours, while passengers and railway servants helped to clear the rails of the worms. It would be interesting to know, says our contemporary, how such a huge migration of worms can be explained, and if a similar phenomenon has been observed at any other time in Manchuria. The older residents might be able to answer this question. It may be added that in America trains have been held up in much the same fashion by migrations of caterpillars.

THE SCOTTISH CHURCHES.

The question of the union between the Scottish Churches which will come before the Established Church Assembly on a motion asking that negotiations for union be opened with the other Presbyterian Churches, was referred to more than once in the opening proceedings of the Established Church Assembly last month in Edinburgh. Lord Kinloch, in his address as King's Commissioner, said he trusted that the Assembly might witness the further drawing together of the Churches and prepare the way for some close union without in any way sacrificing any of the principles or doctrines which had made Scotland fit to play the part they had taken in the world's history and had fitted them to become pioneers in many spheres of work which had led to the religious, moral, and material progress of the world and were destined in the near future to do much more. The newly elected Moderator (Dr. Mitchell), in reply, said he earnestly hoped that the recent trend of public opinion in Scotland might lead to closer co-operation in Christian work, and in God's good time upon the way to a happy reunion of the scattered branches of the Scottish Church. (Cheers.)

## TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE]

SIR CLAUDE MACDONALD.

TOKYO, June 29th.

The British Ambassador has arrived.

[REUTER'S SERVICE]

THE GRANT TO LORD CROMER.

LONDON, June 27th.

Sir Edward Grey, in the House of Commons, said the Government had decided to make a special grant to Lord Cromer.

THE TERRITORIAL FORCES BILL.

LONDON, June 27th.

The Territorial Forces Bill has passed the second reading in the House of Lords, unanimously.

THE ILLNESS OF THE DUKE OF DEVONSHIRE.

LONDON, June 27th.

The daily bulletins are reserved, but the Duke is improving slightly.

THE JAPANESE CRUISERS IN GERMANY.

LONDON, June 27th.

The daily bulletins are reserved, but the Duke is improving slightly.

THE HAGUE CONFERENCE.

LONDON, June 27th.

The British delegates have submitted to the Conference, a proposal to abolish contraband of war at sea; the right of visit will then be merely exercised to establish the neutral character of merchant ships; the restrictions imposed by blockades would still continue, as also the prohibition of sale of actual potential warships to belligerents.

BIRTHDAY HONOURS.

LONDON, June 27th.

Knighthoods have been bestowed on the playwrights Mr. W. Gilbert, Mr. George Alexander, and on Mr. Alexander Hesle, Consul General of the Province of Szechuan, China. The Hon. Mr. W. Chatham of Hongkong has been made a C. M. G. and Mr. Tungkubesar (Pahang), and the Japanese Admiral Tamari, (Naval Attaché to Great Britain), Honorary Companions of St. Michael and St. George.

A NEW INDIAN MILITARY DECORATION.

LONDON, June 28th.

The King has created a new military decoration entitled The Indian Distinguished Service Medal.

THE SALVATION ARMY.

LONDON, June 28th.

General Booth has been welcomed on his return, by an audience of 12,000 people in the Albert Hall. The audience included many titled and prominent people, also the staff of the Japanese Embassy. General Booth announced the immediate commencement of salvationist work in Korea and forecasted the opening of China to the same.

[N.C. Daily News' Service.]

RUSSIA IN THE FAR EAST.

TOKYO, June 24th.

Details of a change in Russia's military base in the Far East are now known. Harbin, Russia's



## NOTICE.

Communications respecting **Advertisements**, **Subscriptions**, **Printing**, **Binding**, &c., should be addressed to the **Editor** of this **Journal**, and **special business matters** to the **Manager**.

Orders for extra copies of **Daily Press** should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and **Subscriptions** which are not **renewed** for a fixed period will be continued until **unremanded**.

Teleggraphic address: **PIERS**, Codes: **A.B.C.**, 5th Ed. **Liberia**.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

**I**M Handelsregister des Konsulats ist zu dor Firma

"**OSTASIATISCHE HANDELS-GESELLSCHAFT**"

eingetragen worden.

In der Generalversammlung der Aktionäre vom 17. Mai 1907 ist die Auflösung der Gesellschaft beschlossen worden, zum Liquidator ist Heinrich Sigismund Bernard Haeslop, Kaufmann zu Hamburg, bestellt worden.

Canton, den 27. Juni 1907.

**K ISERLICH DEUTSCHES KONSULAT**

1148

NOTICE OF REMOVAL

**F**ROM This Date our business will be **MOVED** from 33, Des Voeux Road Central to No. 25, QUEEN'S ROAD, (formerly occupied by **Messrs. W. Brewster & Co.**)

**HOOSAIN ALI & CO.**

General Drapers, &c.

Hongkong, 1st July, 1907. 1149

NOTICE.

**N**OTICE IS HEREBY GIVEN that owing to the **INCREASE** of the BUSINESS of **Messrs. H. PRICE & CO.**, Wine Merchants of No. 12, Queen's Road Central, Hongkong, the business has been formed into a Company with Limited liability under the name and style of **Messrs. H. PRICE & CO., LIMITED**, with Mr. A. E. ROBINSON as its Manager.

All Debts due to, and owing by, the late firm will be received, and paid, by **Messrs. H. PRICE & CO., LTD.**

Hongkong, 1st July, 1907. 1150

TO BE LET.

**A**S from the 1st August next, No. 5, MORRISON HILL.

Apply to—**Messrs. JARDINE, MATHERSON & CO., LTD.**

Hongkong, 1st July, 1907. 1151

COGNAC.

**M**ESSRS. JEEJEEBOY & CO., 25, Hollywood Road, beg to inform their Customers and the General Public that they now have on Sale the following brands of COGNAC which are patronised by connoisseurs throughout Indo-China:

Prise 1 Jax. bottles

BOUTILLIER, G. BRIAND & CO's. \$25.00

FELIX TILLIK & CO's. 16.50

GEORGES ROZSAU & CO's. 14.50

Hongkong, 1st July, 1907. 1052

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

**N**OTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Company's Registered Office, St. George's Buildings, Victoria, Hongkong on SATURDAY, the 13th day of July, 1907, at 12 o'clock Noon, when the abovementioned Resolution will be proposed.

That it is desirable to capitalise the sum of \$90,000, being of the undivided profits of the Company standing to the credit of the Company's reserve fund and accordingly that the sum be distributed as a bonus amongst the shareholders of the Company at the date of the passing of this Resolution in proportion to the shares held by them respectively, and that the General Managers be, and they are hereby, authorised to distribute among the shareholders the 200,000 unissued shares in like proportion.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 13th July to SATURDAY, the 20th July, 1907, both days inclusive.

**SHEWAN TOME'S & CO.**

General Managers,

Hongkong, 1st July, 1907. 1153

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"**HAI MUN**."

Captain A. J. Robson, will be despatched for the above Ports TO-MORROW, the 2nd inst., at NOON.

For Freight or Passage, apply to

**DOUGLAS LA PRAIA & CO.**

General Managers.

Hongkong, 1st July, 1907. 1154

NOTICE.

**I**W. H. DONALD of Hongkong hereby give Notice that in consequence of a desire on the part of the late owner I have applied to the Board of Trade under Section 47 of the Merchant Shipping Act, 1894, in respect of the Ship "**DOROTHY**" of Hongkong, Official Number 116,037 of Gross Tonnage 41.74 tons, Register Tonnage 41.74 tons, heretofore owned by JOHN HASTINGS, of Hongkong, for permission to change her name to "**KUKUBURA**" and to have her registered in the New Name at the Port of Hongkong as owned by W. H. DONALD.

Any objections to the proposed change of Name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong, this 23rd day of June, 1907. 1142

LOST.

**O**N June 18th, off Lai-Chi-Kok, One WHITEHEAD TORPEDO. The position of the Torpedo is marked by a small Red Buoy, midway between Chung Hua Rock and the Western Point of Stonecutters' Island.

A reward of Fifty Dollars will be paid for its recovery.

Apply to—**H.M.S. "TAMAR"**

Hongkong, 27th June, 1907. 1155

## NOTICES OF FIRMS

## NOTICE.

**T**HE Interest and Responsibility of **EDWARD CONSTANT RAY** in the business carried on by him as a Ship and General Broker under the style of "**E. C. RAY**" ceased on the 28th February, 1907.

The business of a **SHIP** and **GENERAL BROKER** carried on by me under the said style of "**E. C. RAY**" since the 28th February, 1907, will henceforth be carried on by me under my own name.

E. H. RAY.

Hongkong, 25th June, 1907. 1156

COMMERCIAL UNION INSURANCE COMPANY, LIMITED.

**F**ROM this Date until further notice Mr. PERCY TESTER has been appointed ACTING BRANCH MANAGER and UNDERWRITER of the above Company for Hongkong and South China.

W. H. TRENCHARD DAVIS, Branch Manager and Underwriter. Hongkong, 25th June, 1907. 1157

## INTIMATIONS

## WANTED.

**G**ENERAL OFFICE ASSISTANT with Bookkeeping Experience, European with Mercantile training preferred. Apply stating age, experience and salary required.

"**ACCOUNTANT**"

Caro of "Daily Press" Office.

Hongkong, 27th June, 1907. 1158

BRITISH STEAMER "NETHERTON"

**B**Y ORDER OF THE UNDERWRITERS, the Undersigned are prepared to receive Tenders for the Purchase of the above Steamer as she now lies at Singapore in a Fire Damaged condition.

Tenders must be delivered not later than 10th July.

GILMAN & CO., Lloyds Agents, Hongkong, 19th June, 1907. 1159

HONGKONG AND SHANGHAI BANKING CORPORATION.

## NOTICE.

INCREASE OF CAPITAL.

**S**HAREHOLDERS are reminded that the FIRST CALL of £15 Sterling per share on the ISSUE OF SHARES will be payable on the 1st July next.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager, Hongkong, 24th June, 1907. 1160

HARBOUR MASTER'S DEPARTMENT.

**I**NFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out as under:

On THURSDAY, the 4th July.

From Lower Belcher, in a Westerly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M., and finishing at 10.30 A.M.

On FRIDAY, the 5th July.

From Yemant Redoubt, in an Easterly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M., and finishing at 12 NOON.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c.

Hongkong, 28th June, 1907. 1161

NOTICE TO MARINERS, No. 28 (Special).

CHINA SEA.

SOUTH CHANNEL—ENTRANCE TO THE YANGTZE.

KIOTAN GAS LIGHT-VESSEL.

REPLACED IN POSITION.

REFERRING to Notice to Mariners No. 28 (Special), Notice is hereby given that the KIOTAN GAS LIGHT-VESSEL, having been REPAIRED, has been Replaced in Position.

T. J. ELDREDGE, Acting Coast Inspector.

Coast Inspector's Office, Shanghai, 17th June, 1907. 1162

NOTICE TO MARINERS, No. 29 (Special).

CHINA SEA.

SOUTH CHANNEL—ENTRANCE TO THE YANGTZE.

KIOTAN GAS LIGHT-VESSEL.

REPLACED IN POSITION.

REFERRING to Notice to Mariners No. 29 (Special), Notice is hereby given that the KIOTAN GAS LIGHT-VESSEL, having been REPAIRED, has been Replaced in Position.

T. J. ELDREDGE, Acting Coast Inspector.

Coast Inspector's Office, Shanghai, 18th June, 1907. 1163

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日曆英中年十五

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER, 1913, BRINGING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWONG SUI.

PRICE \$2 CASH.

On Sale at the HONGKONG "DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 3rd October, 1906. 1164

## INSURANCES

## NOTICE.

**AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.**

**T**HE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents, Hongkong, 21st April, 1897. 1165

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY, TOTAL FUNDS AT 31ST DECEMBER, 1905 217,837,110.

1 AUTHORIZED CAPITAL, £3,000,000

SUBSCRIBED CAPITAL, 2,750,000

PAID-UP CAPITAL, 687,500 0

II. FIRE FUNDS 3,936,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME'S & CO., Agents, Hongkong, 27th April, 1907. 1166

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

**T**HE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO., Hongkong, 13th August 1906. 1167

HONGKONG BUSINESS DIRECTORY.

**A**UCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO, Auctioneer. Consignments solicited. Account Sales rendered and settlement effected promptly. No. 8A, Queen's Road Central, Hongkong.

BOOKBINDING.

**D**EALERS IN "DAILY PRESS" OFFICE.

The only office in China having European taught workmen Equal to Home work.

## INTIMATIONS

S. MOUTRIE & CO., LTD.  
ESTABLISHED 1875.

BABY GRANDS  
BY  
RACHELS,  
PLEYEL,  
KEMMLER  
AND  
ROSENKRANZ.  
PRICES FROM \$750.

FOR LIGHTNESS OF TOUCH,  
QUALITY OF TONE, AND  
DURABILITY, THESE PIANOS  
ARE UNRIVALLED.

A GUARANTEE FOR A TEST  
PERIOD OF TWO YEARS  
GIVEN WITH EACH INSTRU-  
MENT. INSPECTION INVITED.

SOLE AGENTS:  
S. MOUTRIE & CO., LTD.  
York Building, Chater Road,  
Hongkong, 30th July, 1906. [182]

STORAGE  
FOR COAL, TIMBER, &c.

TO BE LET, a portion of MARINE LOT  
No. 235 at NORTH POINT. Suitable  
for above Purpose. EXTENSIVE WATER  
FRONT, DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTs Nos. 31 & 36  
on PRAYA EAST. Approximate AREA  
43,000 SQUARE FT., 999 YEARS' LEASE.  
For Particulars apply—

GEO. FENWICK & CO., LTD.  
Hongkong, 8th June, 1906. [106]

Cunliffe, The Pioneer Experts  
in Premium Bonds.

Russell & Co.

10 & 12, Place de la Bourse.  
SECURITIES issued by PARIS  
European Gov'ts and  
Municipalities offering  
prospects of immense returns. PAMPHLETS

To be purchased for cash or on the  
"Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO. being the oldest established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers chequed after every drawing. Results of Drawings in English. Holders of drawn Bonds admitted at once. Prices collected free of charge. Bonds for payment in London granted on Premium Bonds. Services complete until last hand drawn. All drawn bonds converted

1013.

ON SALE:  
THE  
DIRECTORY AND CHRONICLE  
FOR 1907.

Complete Edition ... ... \$10.00  
Small ... ... 6.00  
Obtainable at the Hongkong Daily Press Office  
and from the Local Booksellers.

華新外中華  
O H U N G N G O I S A N P O  
(Chinese Daily Press),  
PUBLISHED DAILY.  
Is the oldest and still immeasurably the best  
medium for Advertising among the  
Native Community.

Established for nearly FIFTY YEARS  
Circulates largely throughout Southern China  
Indo-China, etc.  
Terms for Advertising (translation free) can  
be obtained at the Office, 10a, Des Vaux Road  
Central, Hongkong; 131, Fleet Street, London;  
or from the different Agents.  
Documents translated from or into Classical  
Colloquial Chinese.

By Royal  
Warrant to



His Majesty  
The King

# BOVRIL

By a special process in its preparation the flavour, essence,  
nutriment and **all that's good** in prime ox-beef is  
concentrated in BOVRIL.



## SCIENTIFIC MISCELLANY.

REMARKABLE ALLOYS—SINGULAR LIGHTNING  
EFFECTS—UNSAFE BUILDING TEMPERATURES  
—A LOCOMOTIVE THAT DOES NOT PULL ITS  
TRAIN—FAILURE OF HAIL-SHOOTING—FIRE-  
DAMP SOUNDS—DEAFNESS UNNECESSARY—  
A NOVEL MUSEUM.

The alloys of copper and aluminum likely to prove useful have been shown by an important British investigation to be few in number, the valuable ones being chiefly those rich in copper. Those having from 11 to 95 per cent of aluminum give least practical promise. The alloys rich in copper rank high in quality, and those having from 7 to 10 per cent of aluminum are remarkably similar in physical and mechanical properties to certain high-grade steels, which they even surpass in certain respects. An important discovery is that the widely-known "aluminum bronze," containing 10 per cent of aluminum, has as great tenacity and ductility in the form of small chill castings as in the rolled bar. Small quantities of aluminum are found to have a striking influence, and one tenth of per cent, raised the angle of twist in copper in torsion 50 per cent, lowering the electrical conductivity 23 per cent.

A remarkable photograph taken in a Brussels street by P. De Heen shows curious luminous effects from each of the arc lamps at the instant of a lightning-flash. Bands from the lamps to the ground are thought to have been caused by conduction currents, but the effects also include two luminous filaments emanating from each lamp, one forming a closed curve and the other having a lasso-like curl at its extremity.

As a safeguard against defective construction, Plauen, Germany, prohibits the building of walls and sewers with cement, or using concrete, when the temperature at 8 a.m. is below 25 deg. F., and with lime at 21 deg. When freezing delays hardening of concrete, the wooden frames must be kept in place until the end of the cold weather.

The so-called "Rouard train," which is already being used for carrying farm products on the roads near Boulogne, consists of a series of six-wheeled trucks running behind but not drawn by a gasoline, steam or oil "locomotor," each vehicle being self-propelled through its center pair of wheels. The power is transmitted to these wheels from the engine of the locomotor through a differential gear and a system of flexible couplings. A special advantage is that the locomotors can be made powerful but light, requiring no extra weight for adhesion, and the train can be run over bridges much too weak to sustain traction engines of the ordinary type. The speeds so far tried seem to be about four or five miles an hour. These road trains are somewhat expensive to run, but they offer advantages in agricultural districts, and give special promise for military transport.

Of attempts to change the weather, rainmaking has been generally regarded as delusion, and now it is proven that bomb firing as a means of preventing hail is quite useless. "Hail-shooting" had gained the confidence of wine-growers in the Alps to such an extent that in 1902 the Italian Minister of Agriculture appointed a commission to make conclusive tests of its efficacy. In the five years that have passed since then many experiments have been carefully watched, and the commission reports that shooting the clouds had absolutely no effect, and that protection must be sought along wholly different lines.

The fire-damp detector of M. Hardy, a Frenchman, is an ingenious application of the microphone. The pipes of equal pitch—one in the mine and the other above ground—are sounded simultaneously, and the sound-waves impinge on microphones connected in series with a telephone. If both pipes are in air a clear note is heard in the telephone. If the pipes are in air of different density, beats are heard, and these give warning of the presence of fire-damp in the mine.

Loss of hearing is preventable in 95 per cent of the cases, in the opinion of Dr. W. Schier Bryant, who would give as much care to the ears as to the teeth, and would have an otologist consulted after every cold, when anything unfavourable is noticed, and regularly once a year. The most insidious changes are of two kinds—those chiefly inflammatory and those due chiefly to defective ventilation. The inflammation first causes congestion, then contraction, anæmia, faulty nutrition, atrophy and degeneration; the clinking of the Eustachian tube gives the same results through direct congestion, and stagnation of blood and lymph. Reduced or increased pressure on the drum flexes or extends the chain of osseous or little bones. Either condition prevents the best sound transmission, and when long continued, produces lasting effect.

A public electrical museum and laboratory lately opened at Brussels is designed to promote electrical enterprise in the country, and is equipped with all kinds of models and apparatus, that can be seen and tried by the visitor. The museum has four main halls. One is given up to the demonstration of the laws of the electric current; the second contains machines producing electric or magnetic phenomena, electro-chemical apparatus, lamps, motor-driven agricultural machines, etc., with sections of telegraphy, radio-telegraphy and telephony; the third is a large reading room, with many scientific publications; and the fourth has dynamos, motors and other heavy machines. A number of professors give their time to lectures and laboratory work.

Denmark claims some interesting specimens of marine architecture in the five oldest vessels in the world. The "Albertine" was built in 1794; the "Constance" in 1793; the "De Wende Bræde" in 1788; the "Emile Hansen" in 1786; and the "Maria" in 1776. All are still in regular service, some even trading to Iceland.

## FORTY MILLIONS IN A YEAR.

Mr. Stead, in the *Review of Reviews*, describes the impression Pittsburgh made on him during his recent visit, and tells incidentally how Mr. Carnegie made forty millions sterling in a single year. The year before Mr. Carnegie sold his interest in his business for £50,000,000 sterling he had offered to sell out for the sum of £20,000,000 sterling. The person to whom he offered the whole of his interest for the smaller sum had to pay a million dollars for it, for not taking up the option. If the holder of the option had been successful in raising the £20,000,000 Mr. Carnegie would have retired with a fortune of £2,000,000 but as the money was not forthcoming the million dollars went into Mr. Carnegie's pocket, and he still remained owner of his interest in the Carnegie concern. It was in the next year that Mr. Pierpont Morgan became alarmed by the competition which Carnegie offered to his Steel Corporation, and as the result of the instance of that competition Mr. Carnegie was induced to sell his interest, which he had previously valued at £20,000,000 sterling for £60,000,000 sterling. Therefore, adds Mr. Stead, the £20,000,000 sterling, or two-thirds of his whole fortune, was paid to him, not because of any industrial activity on his part, but owing to the manner in which he succeeded in impressing upon Mr. Pierpont Morgan the fact that he must be bought out at any price. According to Mr. Stead, Mr. Carnegie is now as rich as ever he was, if not richer. He has achieved great success in the course of his long life, but he has never made a more dismal failure than in the attempt to dismember himself of his millions. It seems almost incredible that since he sold his interest in the iron and steel works for sixty millions sterling, although he has been giving away money by the shovelful in the Old World and the New, he has utterly failed to make the smallest indent upon the capital sum with which he started. At one time he did, indeed, succeed in making a little hole in the mass of his wealth. Two of his later gifts, of £2,000,000 each, did entail a drain upon his capital, but it took his ambitions and toil his efforts, the value of the debonair stock in which his money is invested rose 10 per cent, so that, instead of being four million pounds poorer than he was when he started, he found himself at the beginning of this year two million pounds richer than when he began his distribution.

NEW LABEL  
FOR  
WATSON'S "E" WHISKY



NOTE:—THE BORDER AND TRADE MARKS ON THE LABEL ARE IN GOLD; THE LETTER  
"E" LITHOGRAPHED IN BLACK, IS ALSO SHADED IN GOLD; WHILE THE THREE  
LATERAL LINES "WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY" ARE  
LITHOGRAPHED IN RED; THE OTHER PORTIONS OF THE LABEL ARE IN BLACK.  
THE CAPSULE ALSO BEARS FACSIMILE SIGNATURE.

1147

DINNEFORD'S

The Physician's Cure for Gout,  
Rheumatic Gout  
and Gravel.

Fast and most  
Effective Aperient  
for  
Regular Use.

DINNEFORD'S  
MAGNESIA

MAGNESIA

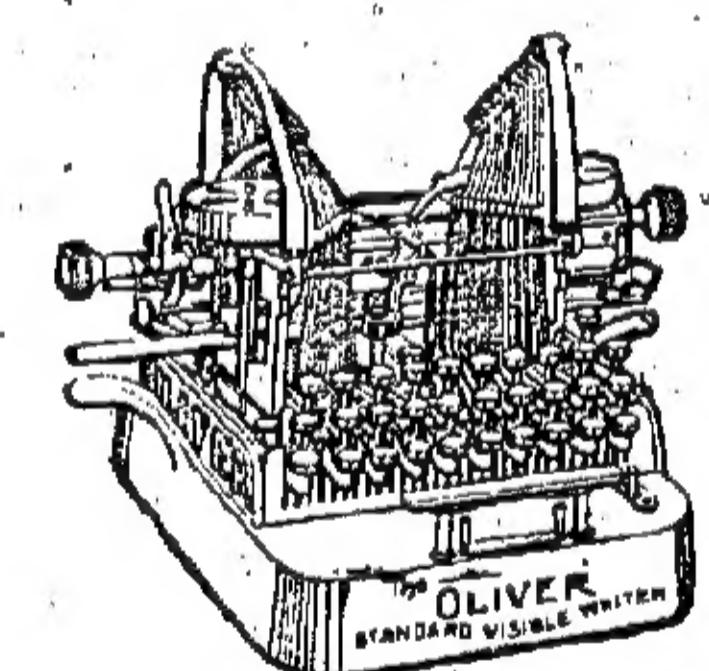
678

BENGERS' FOOD

A Food of great nutritive value which  
can be made suitable for any degree of  
digestive power by the simple process of  
letting it stand for a longer or shorter  
period at one stage of its preparation.

When strength is returning after illness, a carefully regulated  
and increasing amount of exercise for the digestive functions is  
beneficial. Benger's Food is the only food which can be pre-  
pared so as to give the stomach this regulated amount of work.

Benger's Food is sold in Tins by Chemists, &c., everywhere.



THE OLIVER TYPEWRITER CO., LTD.

ARE PREPARED, DURING THE STAY OF

THEIR SPECIAL REPRESENTATIVE IN HONGKONG.

TO

EXCHANGE OLD MACHINES

OF ANY MAKE OR CONDITION

IN PART PAYMENT FOR OLIVERS.

OLIVER TYPEWRITER CO., LTD.

1, PRINCE'S BUILDING.

Hongkong, 11th June, 1906.

1055

## A LIGHT NOURISHMENT FOR GENERAL USE.

The Allenburys' DIET

The "Allenburys'" DIET is for Adults and is quite distinct from the "Allenburys'" Foods for Infants.

ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

This DIET is recommended in place  
of ordinary milk foods, gruel, etc.  
Whilst acceptable to all as a light  
nourishment it is particularly adapted  
to the needs of Dyspeptics, Invalids  
and the Aged.

The "Allenburys'" DIET is readily  
digested by those who cannot take  
cow's milk, and is particularly service-  
able in convalescence.

The "Allenburys'" DIET is made in  
a minute by the addition of boiling  
water only.

1055

## SHIPPING.

## ARRIVALS.

BONHOMIE, French str., 997, Le Boui, 29th June—  
Saigon 27th June, General—Chinese.  
CHILLI, British str., 1,143, J. Warrack, 30th June—Haiphong and Hoihow 29th June, General—Butterfield & Swire.  
DAGET, Norwegian str., 883, O. Abramson, 21st June—Palau, 23rd June, Beans-August, Thoresen & Co.  
EMPIRE, British str., 2,813, P. T. Holmes, 29th June—Manila via Manila 23rd June, General—Gibb, Livingston & Co.  
EMPEROR OF INDIA, British str., 3,032, E. Beetham, 30th June—Vancouver, 11th June, Flour and General—C.P.R. & Co.  
FLORA, British str., 4,380, H. Grant Dalton, 30th June—Wellington, 26th June.  
FOOCHEW, British str., 1,228, W. Miller, 30th June—Meji 24th June, Coal—Butterfield & Swire.  
FRI, Norwegian str., 30th June—Canton.  
GIRAN MARU, Japanese str., 2,331, Ohno, 29th June—Meji 23rd June, Coal—Osaka Shosen Kaisha.  
HAWAII, British str., 636, A. J. Robson, 30th June—Coast Ports via Swatow 20th June, General—Douglas Laprair & Co.  
HANGHAI, British str., 1,356, S. Wilde, 30th June—Shanghai 27th June, General—Jardine, Matheson & Co.  
HANOI, French str., 781, Morelos, 30th June—Haiphong 25th June and Hoihow 29th June, General A. R. Mart.  
JOHANN, German str., 952, Ipland, 29th June—Haiphong 25th June and Hoihow 29th June, Rice and General—Jesien & Co.  
JOSHIN MARU, Japanese str., 702, H. S. Smith, 29th June—Tamsui 25th June, General—Osaka Shosen Kaisha.  
KASHIMA MARU, Japanese str., 1,746, M. Nita, 30th June—Japan 24th June, Coal—Fukusui & Co.  
KENKON MARU, Japanese str., 1,361, K. Asai, 29th June—Saigon 24th June, Rice—Dowell & Co.  
KUIKIANG, British str., 30th June—Canton.  
KNYVARD, German str., 646, F. Kaiser, 30th June—Macao 20th June, General—Jesien & Co.  
KWANGTZE, Chinese str., 1,468, R. Lincoln, 29th June—Shanghai 26th June, General—Chinese.  
KWAN CHAI, Chinese str., 3011, June—Canton.  
LIANGCHU, British str., 1,200, Harder, 28th June—Hongkong 26th June, Coal—Butterfield & Swire.  
MANILA, German str., 1,108, J. Mineson, 29th June—Manila, Australian Ports and New Guinea 28th June, General—Melchers & Co.  
MAUSANG, British str., 1,44, R. Houghton, 29th June—Sandakan 24th June, General—Jardine, Matheson & Co.  
PITCHABURI, German str., 1,376, W.H. 30th June—Bangkok 21st June, Rice and Timber—Melchers & Co.  
PONTONG, German str., 998, W. Botefuhr, 28th June—Bangkok 21st June, Wood and Rice—Butterfield & Swire.  
SULLIBERG, German str., 782, C. Luppi, 30th June—Haiphong 17th June, Coal—Siemsen & Co.  
TAIKONAN MARU, Jap. str., 3,216, I. Fukui, 29th June—Kuchinozaki 24th June, Coal—Mitsui Bu-za Kaisha.  
TAMING, British str., 1,351, A. W. Outerbridge, 29th June—Manila 26th June, General—Butterfield & Swire.  
DEPARTURES.  
29th June.  
ALDENHAM, British str., for Australia.  
BERAVON, British str., for London.  
CAPE CORNO, British str., for Moji.  
CATHAY, British str., for Shanghai.  
CHOYFANG, British str., for Shanghai.  
DIEDRICHSEN, German str., for Haiphong.  
DEVANIA, British str., for London.  
FUKUSHI MARU, Japanese str., for Swatow.  
HATTAN, British str., for Swatow.  
HONG MOI, Chinese str., for Amoy.  
KANU MARU, Japanese str., for Shanghai.  
KWEITANG, British str., for Canton.  
NICHIBI MARU, Jap. str., for Keelung.  
RIVENDALE, British str., for Zambangao.  
ROLAND, British str., for Zamboanga.  
SUDI, British str., for Manila.  
SADO MARU, Japanese str., for Yokohama.  
SEIKO MARU, Japanese str., for Foochow.  
SOCOTRA, British str., for Singapore.  
STETTIN, British str., for Swatow.  
SULTAN V. LANGKAT, Dutch str., for Singapore.  
SUMATRA, German str., for Sabang.  
SUNGKANG, British str., for Cobu.  
UJINA MARU, Japanese str., for Moji.  
YERAN MARU, Jap. str., for Kuchinozaki.  
30th June.  
JOSHIN MARU, Japanese str., for Swatow.  
LOCHRY, German str., for Swatow.

## SHIPPING REPORTS.

The Jap. str. *Joshin Maru* reports: Fresh gale across Formosa Channel, thence fine. The British str. *Foothill* reports: Fine weather and smooth sea throughout the trip. The British str. *Herman* reports: Typhoon night of Thursday 27th going up Formosa Channel, Swatow to Hongkong light, S. W. wind and cloudy.

The British str. *Taming* reports: Strong to light S. W. wind and heavy sea, dull cloudy weather with hard squalls of wind and rain.

The Brit. str. *Empire* reports: Fine weather prevailed until our leaving Manila when strong W. S. W. to S. S. W. winds were experienced with heavy confused sea and rain squalls.

## VESSELS IN DOCK.

June 29th.  
ABERDEEN DOCKS—Katherine Park.  
LAWLON DOCKS—Tjilatjap, Hupch, Wing-tang, Chassing, Pecohatas, Progress, Japan, Amigo.  
COSMOPOLITAN DOCKS—Kepan, Borneo, Watshing.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"JAPAN,"  
Captain J. G. Olifent, will be despatched for the above Ports TO-MORROW, the 2nd July, at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON & CO., LTD.,  
Agents,  
Hongkong, 28th June, 1907. 983

REGULAR STEAMSHIP SERVICE  
(WITH LIBERTY TO CALL AT MALABA COAST).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.  
SHANGHAI, CHINGWANGTAO, YOKOHAMA and KOBE "CATHAY" About 26th June

DUNKIRK, COPENHAGEN and ST. PETERSBURG "PETRONIA" About 26th June.

MARSEILLES, HAVRE, COPENHAGEN & BALTIC PORTS "CATHAY" Beg. of August

For Further Particulars, apply to  
MELCHERS & CO.,  
Agents,  
Hongkong, 29th June, 1907. 9

INDO-CHINA STEAM NAVIGATION CO.  
LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SHANGHAI STEAMERS TO SAIL  
SINGAPORE, PENANG & CALCUTTA "HANGSANG" Wed'ay, 3rd July, 4 P.M.  
MANILA "LOONGSANG" Friday, 5th July, 3 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.  
Hongkong to Singapore 1st Class, Single \$65. Return \$100.  
Penang " " 65. " 170.  
Calcutta " " 165. " 250.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,  
GENERAL MANAGERS.  
Hongkong, 29th June, 1907. 18

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## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h" nearest Hongkong "b" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

## DESTINATION

## VESSEL'S NAMES

## FLAG &amp; BIG

## BERTH

## CAPTAIN

## FOR FREIGHT APPLY TO

## TO BE DESPATCHED

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

| FOR                                       | STEAMERS                      | TO SAIL          | REMARKS.             |
|---|-------------------------------|------------------|----------------------|
| SHANGHAI, MOJI, KOBE, SIMLA, and YOKOHAMA | Capt. C. D. Goldsmith, R.N.R. | About 5th July.  | Freight and Passage. |
| LONDON, and ANTWERP                       | Capt. D. C. Gregor, R.N.R.    | About 17th July. | Freight and Passage. |

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 27th June, 1907.

CHINA NAVIGATION CO.,  
LIMITED.

| FOR   | STEAMERS            | TO SAIL               |
|---|---------------------|-----------------------|
| SWATOW and SHANGHAI   | † "KUIKIANG" .....  | On 1st July, 4 P.M.   |
| HOIHOW and HAIPHONG   | † "CHIHLI" .....    | On 2nd July, Daylight |
| MANILA  | † "TAMING" .....    | On 2nd July, 4 P.M.   |
| NINGPO & SHANGHAI   | † "LIANGCHOW" ..... | On 4th July, 4 P.M.   |
| SWATOW, CHEFOO and TIENTSIN   | † "KWEIYANG" .....  | On 4th July, 4 P.M.   |
| TSINGTAO, CHEFOO & NEWCHWANG  | † "SHAOHSING" ..... | On 5th July, 4 P.M.   |
| SWATOW & SHANGHAI   | † "FOOCHEW" .....   | On 5th July, 4 P.M.   |
| MANILA, ZAMBOANGA, POOT, DARWIN, THURSDAY'S ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | † "CHANGSHA" .....  | On 10th July, 4 P.M.  |
| YOKOHAMA and KOBE   | † "CHINGTU" .....   | On 11th July, 4 P.M.  |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates to all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

Hongkong 1st July, 1907.

BUTTERFIELD & SWIRE,  
AGENTS

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NORDDEUTSCHER LLOYD. BREMEN.  
IMPERIAL GERMAN MAIL LINES.

| FOR  | STEAMERS                         | TO SAIL                       |
|--|----------------------------------|-------------------------------|
| NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and BREMEN | "ROON" Capt. G. MEINERS          | Wednesday 3rd July, at NOON.  |
| SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA                     | "PRINZ LUDWIG" Capt. C. WOLTEMAS | About Wed'day, 3rd July.      |
| MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE            | "MANILA" Capt. MENSSEN           | Thursday, 18th July, at NOON. |

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 1st July, 1907.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO'S S.S. LEAVING

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 28th June, 1907.

T. ARIMA, Manager. 14

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days across the Pacific is the "EMPEROR LINE," saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).

TOMS LEAVES HONGKONG ARRIVE VANCOUVER

"EMPEROR OF CHINA" 6,000 " THURSDAY, 4th July .. 22nd July  
"ATHENIAN" 3,882 " WEDNESDAY, 17th July .. 10th August  
"EMPEROR OF INDIA" 6,000 " THURSDAY, 1st Aug .. 19th August  
"MONTEAGLE" 6,163 " WEDNESDAY, 14th Aug .. 7th Sept.  
"EMPEROR OF JAPAN" 6,000 " THURSDAY, 29th Aug .. 16th Sept.  
"TARTAR" 4,425 " WEDNESDAY, 11th Sept .. 5th Oct.

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

"TARTAR" and 1st Class Railways .. 240 .. 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passenger only, at Intermediate rates, affording superior accommodation for that class.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D.W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

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## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

## JAVA, CHINA AND JAPAN.

| STEAMER    | FROM    | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT         |
|------------|---------|----------------------|----------------|---------------------|
| TJILIWONG  | JAPAN   | Second half of June  | JAVA PORTS     | Second half of June |
| TJIBODAS   | JAVA    | First half of July   | JAPAN          | First half of July  |
| TJULATJAP. | IN PORT | First half of July   | JAVA PORTS     | First half of July  |
| TJIMAH     | JAVA    | First half of July   | JAPAN          | First half of July  |
| TJIPANAS.  | JAPAN   | First half of July   | JAVA PORTS     | First half of July  |
| TJIKINI    | JAPAN   | Second half of July  | JAVA PORTS     | Second half of July |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1ST FLOOR.

HONGKONG, 17th JUNE, 1907.

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NOTICES TO CONSIGNEES

THE EAST ASIATIC COMPANY, LIMITED.

## NOTICE TO CONSIGNEES

THE Steamship

"CATHAY," having arrived, Consignees of Cargo from London ex.s.s. "Cordouan," and "Medoc" from Havre ex.s.s. "Cordouan," from Bordeaux ex.s.s. "Verbernonnes" and "Frederic Morel" in connection with above. Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded on unless notice to the contrary given before Thursday, the 27th inst., at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd July, will be subject to removal.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 1st July, 1907, at NOON, will be subject to removal.

All claims must be sent in to me on or before the 1st July, 1907, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 1st July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

THE EAST ASIATIC CO., LTD.

MELCHERS &amp; CO., Agents.

Hongkong, 27th June, 1907.

NOTICE TO CONSIGNEES

THE P. &amp; O. S. N. Co.'s Steamer

"CHINA," FROM LONDON, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that all Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July will be subject to removal.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NOTICE TO CONSIGNEES.

S.S. "TUDOR PRINCE" FROM NEW YORK.

THE A. E. HEWETT, Superintendent.

Hongkong, 26th June, 1907.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamer

"ERZH. FRANZ FERDINAND," having arrived, Consignees of Cargo are hereby informed that the Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 3 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to removal.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th July, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NOTICE TO CONSIGNEES.

FROM MIDDLEBROOK, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamer

"SADO MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate cuttings, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 2nd July, will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godown, and Notice of same sent to this Office before the 5th July, or Claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA, Hongkong, 27th June, 1907.

NOTICE TO CONSIGNEES.

FROM MIDDLEBROOK, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamer

"TAKA & CO., 26, DES VIEUX ROAD CENTRAL, HONGKONG, 18th January, 1907.

NOTICE TO CONSIGNEES.

FROM MIDDLEBROOK, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamer

"TAKA & CO., 26, DES VIEUX ROAD CENTRAL, HONGKONG, 18th January, 1907.

NOTICE TO CONSIGNEES.

FROM MIDDLEBROOK, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamer

"TAKA & CO., 26, DES VIEUX ROAD CENTRAL, HONGKONG, 18th January, 1907.

